

**AIRCRAFT****8016**

(No. 9 Sept. 1995)

**AIRTANKERS****8016.1**

(No. 9 Sept. 1995)

Airtankers will use the indicator "TANKER" plus the two- or three-digit numbers assigned by the Interagency Airtanker Board. Example: for airtanker 42, the correct radio identifier is "TANKER FOURBTWO" (not fortyBtwo).

**HELICOPTERS****8016.2**

(No. 9 Sept. 1995)

Agency or Agency contract helicopters will use the indicator "COPTER" plus a three-digit number. The first digit identifies the home region, the second digit will be a zero, and the third digit identifies the home unit. Example: for the helicopter assigned to Lassen-Modoc unit (helicopter 202), the correct radio identifier is "COPTER TWO-ZERO-TWO". Reserve Helicopters staffed with a CDF Helitack crews will use the indicator of their home base with an "R" on the end (COPTER TWO-ZERO-TWO-R). CWN helicopter will use the call sign "COPTER" plus last two numbers of their "N" number. For example a CWN helicopter with the number N1729F would use "COPTER 29".

**UTILITY AIRCRAFT****8016.3**

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Utility (light fixed-wing) aircraft used for air tactical group supervision or coordination will use the indicator "AIR TAC" plus a three-digit number. The first digit identifies the home region, the second digit identifies the home unit, and the third digit indicates whether the aircraft is a primary (CDF owned or contracted) or secondary (call-when-needed) air tactical. A zero will be used for the primary air tactics supervisor and numbers "1" through "9" for secondary aircraft. Example: for the primary utility aircraft assigned to Butte unit (Chico AAB), the correct radio identifier is "TWO-ONE-ZERO." For the first secondary air tactical airplane hired to supplement or temporarily replace Air Tactics 210 in Butte, the correct radio identifier would be "TWO-ONE-ONE." If a second hired airplane was put into service in Butte, that aircraft would use the radio identifier "TWO-ONE-TWO," and so on.

To distinguish hired aircraft which do not have a qualified Air Tactical Supervisor in the observer seat, the indicator "AIR RECON" is used. This term indicates the airplane and observer may be used for patrol, detection, fire reconnaissance, etc, but is *not* qualified or available to supervise or coordinate air tactical operations.

#### **CDF ADMINISTRATIVE AIRCRAFT**

**8016.4**

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The CDF Aviation Management group operates a small fleet of fixed-wing multi-engine aircraft, which includes Cessna 337 Skymasters and Beechcraft Barons. When Aviation Management staff pilots are flying these aircraft, they will use the appropriate aircraft registration number assigned by FAA.

Example: "BARON FOUR-FIVE-EIGHT-DELTA-FOXTROT" (Baron 458DF).

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